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crept into the text, ten of which have been corrected in a list of errata. Perhaps the most serious error is in the date 1766 for 1768, on page 60.

DeKalb, Ill.

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#### A HISTORY OF THE CITY OF CAIRO.

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By John M. Lansden, Chicago. R. R. Donnelley & Sons,  
Chicago, publishers, 1910.

A recent addition to the historical literature of Illinois is this work of Mr. Lansden, an attractive volume of 300 pages, well written, fully indexed, and well illustrated with views, maps, and portraits. The author has been a resident attorney of Cairo for forty years, a former mayor of that city, an able lawyer, and life-long student. Therefore, knowing well whereof he writes, he has made this account of the noted Egyptian emporium thorough, reliable and exhaustive.

Commencing with the Indian occupancy of this region, he follows the progress of its discovery and settlement by the French, its transfer to the English, then to Virginia, and on to the established statehood of Illinois in 1818. As early as January 9, 1818, the territorial legislature passed an Act incorporating the "City and Bank of Cairo," with John G. Comegys, Shadrach Bond, Chas. Slade, Michael Jones, Edward Humphreys, and others, as the incorporators; and with prophetic vision of the future commercial importance of the location, in September, 1818, Mr. Comegys entered 1800 acres of land at the junction of the Ohio and Mississippi rivers. This initial movement for building a great city at that point was, however, premature, and for several years thereafter Cairo existed merely as a theory. The project was revived and stimulated by the popular craze for internal improvements that swept over the country in 1836, and its fortunes were then wisely linked with the construction

of a Central Railroad from that point to the southern terminus of the Illinois and Michigan canal authorized by act of the legislature on January 16th of that year. Mr. Comegys, the chief spirit of the early enterprise, having died, a new charter was granted by the legislature, on March 4, 1837, to the "Cairo City and Canal Company," comprising Darius B. Holbrook, John S. Hacker, Alexander M. Jenkins and others, the state reserving the right to build the central railroad, with its southern terminus at Cairo. For the next few years much earnest and effective work was done on the site of the future metropolis. Levees were thrown up to restrain the periodical river floods, some of the timber was cleared off, and warehouses, shops, and factories were built. The funds for this purpose were obtained in Europe by Holbrook from the sale of nearly \$2,000,000 of Cairo city bonds.

But failure and bankruptcy of the company followed closely upon collapse of the general internal improvement scheme of the state, and for a long period the prospects of Cairo were again extremely dismal. In 1850 it was stirred with new life by the success of Senator Douglas in securing from Congress the princely grant of land for construction of the present Illinois Central railroad. From 1850 until 1853 unsuccessful efforts were made to induce the legislature to enact certain necessary incorporation laws, and, Mr. Lansden says, "it was not until the Central Railroad was well under way of construction that the trustees and the public began to feel strong assurance of a prosperous future for the city. To the certainty of completion of that railroad, and the general revival of business at that time, is Cairo indebted for its ultimate and permanent success. Tho not absolutely safe from possible encroachments of the two great rivers on either side, the 15,000 citizens of Cairo rest secure in the protection of their extensive and massive levees. In sanitation and general health the place will now compare favorably with other parts of the state, and

its location and many other natural advantages invite capital and ensure its continued growth."

Mr. Lansden is a pleasant writer, dealing with the facts of history in the clear, terse, and candid methods gained by his long legal studies and training. He has omitted nothing of importance in the execution of this work, and spared no pains or expense to make it complete and authentic. In graphic style he recounts the heroic battling of the founders of Cairo with appalling climatic conditions, with apparently irresistible forces of floods and water currents, and many other natural obstacles; often meeting with discouraging reverses and defeats, but persistently renewing the struggle with faith and hope, until rewarded by final splendid success. In his chapter reviewing Mr. Dickens' *American Notes*—particularly the great novelist's vile and malicious description of Cairo, the only comment of Mr. Lansden is the frank admission that Cairo at that time was in fact "a hard place." It is now a fair, prosperous, and progressive city, in great measure realizing the dreams of its founders. And its story as now written by Hon. John M. Lansden is an admirable tribute to its present and prospective importance, as well as a contribution of value to Illinois history.

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#### FOR THE TRUTH OF HISTORY.

By W. T. Norton.

In the Journal of the Illinois State Historical Society for April, 1910, there appeared an article by Rev. Dr. G. F. S. Savage, of Chicago, entitled, "Pioneer Congregational Ministers in Illinois." This article contained certain inaccuracies to which I desire to call attention. I do this in no controversial or censorious spirit, but in order that the truth of history may be vindicated.

(1) As to Rev. Theron Baldwin. Dr. Savage confers on this gentleman the honor of having founded Monticello Seminary. This is incorrect. Dr. Baldwin had no